

INFORMATION REPORT

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1. The Polish government is making strong efforts to increase the size of the Polish fishing fleet, both as a means of obtaining more fish and to serve as a reserve transport and landing craft fleet for the Polish navy. The shipyards Stocznia Polnocna at Gdansk and Stocznia Rybacka at Gdynia are constructing trawlers of from 500 to 700 gross tons [redacted] 502
[redacted] Although the fishing fleet included somewhat less than 8,000 gross tons in 1949, it is hoped that by the end of 1950 the fleet will grow to 18,000 gross tons. Swinoujscie, Szczecin, Gdynia and Gdansk serve as home ports for trawlers, and repairs on these ships are usually made at Gdansk.
2. The fishing fleet also includes about 250 cutters of various sizes with crews totaling at least 500 men. Larger cutters taking crews of from eight to ten men and intended for use in the North Sea are constructed at Ustka (Stolpmünde) and Swinoujscie (Swinemünde), while cutters taking a six-man crew are built at Darlowo (Rügenwalde).
3. Centers for training fishing crews have been established, but the Poles seem to have difficulty in obtaining reliable students. During the summer of 1950 about sixty newly-trained students from such centers defected in foreign ports. All trawlers and cutters are controlled by naval commissions, each of which includes a Soviet officer.

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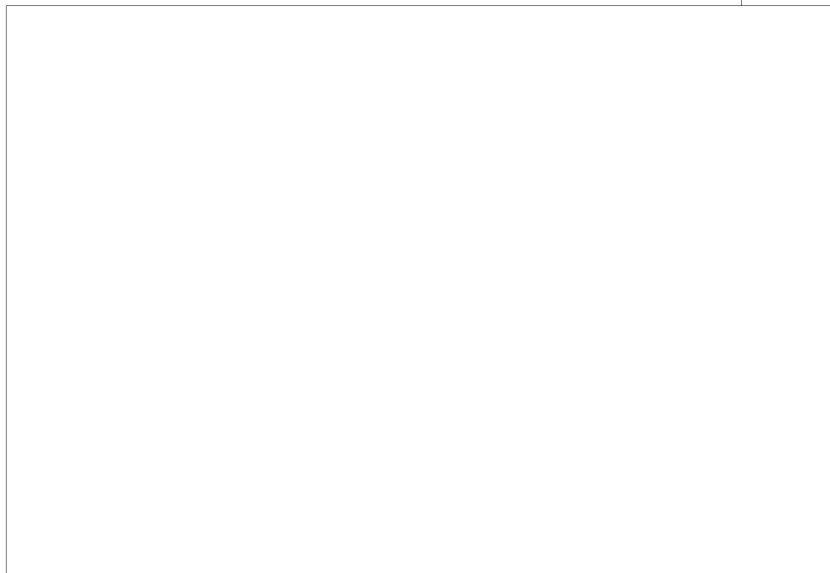
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5. Fishing vessels at Ustka are controlled by the captain of the port, a naval captain named Czeslaw Kazubek. Captain of the Polish navy Stefan Pappelbaum also works as port officer and teacher at the Szkola Specjalistow Morskich (SSM) navy school at Ustka.

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